Sook the papers. For plaintiffs, E. Blankman; for defendants, Before Justice SUTHERLAND.

DECISIONS.

In se the application of Engents G Sperin and others for leave to get the sering the se

Referred to D. Lenning and S. Refere Jostice Industrian.

Wiffiam L. Regers et al set Moses C. Brown, jr.

As the plaintiff is seed an execution spainst the person before surreader, which was returned not found, he is not regirted to issue another until the surreader was made. He is then emitted to three months after the surrender. That time has not expused. Motion deaded.

chired to issue another until the surrender was made. He is then estitled to three months after the surrender. That time has not expired. Metion deuted.

A HEAVY QUADRILATERAL CASE.

Beckman M Price agt. E. B. Keyee, Edmund Scott, Theodore Payse, and U. R. Bewey.

The plaintiff alleges that in 1849, and subsequently, he was ne owner of a size isanded estate in San Francisco, of the value of \$200.000 or \$400.000, and that the defendant Scott was his agent and defendant Keyes his friend, and had formerly been his storney to fact; that Keyes was in New-York in the Spring of 1853, and that in conjunction with him the plaintiff devised plans for holding his property for a rise in price, and bringing it its market accurately onely; that he was to give Keyes a power of storney for these purposes; that Keyes returned to San Francisco May 20, and arrived there June 18; that the power of storney followed him by the following steamer; but that on the 30th of June, Scott, under the advice of Keyes, improperly sold the whole estate in a lump to the defendants. Psyme and Dewey for minadequate price and that they subsequently sold it at a large and the state of the progress to independ the state of the state o

The papers in the case are very voluminous.

The papers in the case are very voluminous.

A motion was made by the plaintiff for a commission to San Francisco to examine such witnesses as he shall produce there, sally. The defendants insisted that the commission should be a the ordinary form, to examine no interrogatories.

Motion granted for a commission, to examine witnesses to be samed in it, on interrogatories to be annexed, defendants to be a theory to job. Stay of trail for six months.

Cummings Alexander & Green for elisiatiff; J. T. Deyle for layer and Dewey; A. H. Dana for Keyes; D. R. Develin for leaf.

GENERAL TERM-Oct. 27.
POWERS OF CORPORATIONS AS ACCOMMODATION IN-

General Term—Oct. 27.

POWERS OF CORPORATIONS AS ACCOMMODATION INDORERS

The Bridgeport City Bank act the Empire Stone Dressing Company.

CLERKE, J —Whether a corporation can become sureties either as accommodation indoners, or in any other form, we supposed was, beyond all question, firmly established in the negative. We had eccasion to discuss and decide this question. Bittle more than a year ago, at the General Term of this District. The decision is reported in the 28th Barbour, 568, in the case of Merford set the Farmer's Bank of Sarstoga. It is expressly stated in the opinion in that case, that a banking or other corporation not in good faith by the party using on it, in consequence of a representation made by the bank that it was its own note. This, in fact was only a reiteration of the opinion of the Court of Appeals, in the flack of Genesse set the Patchin Bank is Kernan, 209). The language of the Court in that opinion is: "It is quite clear that the efficers of a banking association or other corporation, have no power to engage the institution as the surety for another. Such a transaction is without the scope of the business of the Company." And arxin: "But if the proper of the defendant have negotiated it to the plaintiff, representing it to be a bill belonging to their bank and upon the faith of that representation the plaintiff has in the small course of its housess discounted it, advancing to the defendant its precluded, upon the principle intersected (the principle of estopes) from esting up that it was indorsed with seat authority. "The principle, indeed, is also recognized in that estimate, that a negotiable security of a corporation, which upon to face appears to have been duty issued by the corporation, is when in the hands of a bona fice holder without notice; although, to face, it was issued for a purpose, and at a place, not as theories by its charter.

The decision of the Court of Appeals in the Parmers' and Mechanics' Bank agt the Butchers' and Drovers' Bank (6 N. Y., 120) is not in confl

The decision of the Court of Appeals in the Fermers' and Mechanics' Bank agt, the Butchers' and Drovers' Bank (16 N. Y., 125) is not in comflict with these principles, but, on the contrary, is in complete accordance with them. The real question in that case was, whether the principal is estopped by the representation of the agent from disputing facts, which show that the act was not authorized. In that case, the defendants teller had certified that the drawer of a check had funds in their bank to pay the check. While it was admitted that a principal is not bound by an unsufficient of the contrary of

There was committing violence on the points in the fine the help of mobility to the Jury to decide, he himself declaims that the plaintiffs discounted the note, so as to become the bone fide holder, and directed the Jury to find a verificity for the plaintiff. This, without any comideration of the other points presented on the argument, is sefficient to induce us to set saide the verdict, and to write a hew trial, costs to ablace the event.

COURT CALENDAR-THIS DAY.

COURT CALENDAR—This DAY.

SUPERME COURT—CIRCUIT,—Part I.—Nos. 5358,
4254 3011, 4454; 9614, 5275, 5282, 5446, 5439, 5735, 5235, 5754, 5117,
5217, 5221, 4524, 5225, 5236, 5446, 5439, 5735, 5225, 5754, 5117,
5219, 5262, 5262, 5262, 5263, 5455, 5452, 4664, 4642, 5260,
5252, 5266, 5278, 5278, 5266, 5250, 5250, 5264, 5266, 5253, 5270,
5252, 5254, 5276, 5277, 5269, 5262, 5270, 5262, 5264, 5266, 5253, 5270,
5252, 5254, 5276, 5277, 5269, 5264, 5264, 5266, 5253, 5270,
5252, 5252, 5262, 5262, 5262, 5264, 5266, 5263, 5270,
5252, 5252, 5262, 5262, 5262, 5264, 5266, 5262, 5270,
5252, 5262,

Markets-Reported by Telegraph.

Markets—Reported by Telegraph.

New Obleas, Oct. 26.—Covyon firm; as a to-day 11,500 bales Midding 104 fulls. Sugas boyant as 64 gide, or full to fully lair. Mollasses, new crop. 4:642c. Flour firm at 65 25.

Farichys on Cotton to Havre, 15.

New Sulkars, Oct. 27.—Covyon; Sales to-day 6,590 bales.

To Jamb's news caused a greater firmness in the enablet; pilces suffer, but questations unchanged; 104 gide, for midding. Those boyant at 65 252 65 31; Land in keys 15c.; Lard in berrels beel ned 6; sales at 115.

Mobiles, Oct. 26.—The Persia's advices imparted an active and up and movement to the Covyon market, and prices advanced be, with sales of 2 000 bales Midding 104204c.

Mobiles, Oct. 27.—Covyon market, and prices advanced be, with sales of 2 000 bales Midding 104204c.

Dairs.
CHARLESTON, Oct. 28.—There is an improved demand for COTTON, sales to day 1 500 bales.
SAVANNAM, Oct 28.—Demand for COTTON more active; sales to day 2.050 bales.

o day 2.050 bales.

Savassan, Oct. 27.—Cottox—Sales to-day, 500 bales: market
puet, but closes with an advancing tendency at 1(4,011c. for
sideling. Stoca in port, 45,000 bales.

Augusta, Oct. 27.—Cottox—Sales to-day, 2,100 bales, with an

AUGUSTA, Oct. 77.—COTTON—Saise to-day, 7,100 bailes, With an improved demand.

CINCINNATI, Oct. 27.—Flour quiet and unobanged. Wheat eteady: Red #110. White #1150#120. Corn dull at 400. for new. Oars buoyant at 28c. Pork dul and tending downward; hiss #1876 Whitex advancing: sales at 24c.

FRILADELPHIA, Oct. 27.—Flour quiet. Wheat decilined 2030s; White, \$1.270#140; Red. \$1.20#150. Corn abitive at 38c. Oars dull. Whitexy dull at 28.020c.

Baltimore. Oct. 27.—Flour active; sales of 1,200 bbls super at \$5.25 Wheat active; sales of 1,200 bbls super at \$5.25 Wheat active at \$4.25 miles 100. Corn is steady; White \$52980c.; Yellow 202290c. Provisions dull. Whisexy dull at 28c.

BALTIMORE. Oct. 22.—PLOUR RECKIPS. 200 bits. Baltimore. Cours is at \$5.25 Wheat a cive at \$1.25 White Science of the works of the works

Wheat.

DEFROIT, Oct. 27 —FLOUR SORRY AS UNCHANGED TRIES. WHER T QUIET, and Red 162% lower. Excepts 6.500 bits Flour, 8.500 bits. Wheat. Shiffsexive, 8.500 bits. Flour; 2.100 bits. Wheat. Shiffsexive, 8.500 bits. Flour; 2.100 bits. Wheat. Chica 60, Oct. 27 —FLOUR doll. Wheat quiet, and declined 162 fid.: sales 5.000 bits. at \$84,2000. Corn active at 74%. Oars doll and declined to Receipts, 5.000 bits. Flour, 9.500 bits. Wheat, 9.000 bits. Corn, 5.500 bits. Flour, 9.500 bits. Wheat, 9.000 bits. Corn, 5.500 bits. Wheat, 9.000 bits. Flour, 9.500 bits. Milwarker, Oct. 27.—FLOUR steady, Wheat active at 85.200. Corn quiet. Oars steady. Wheat active at 85.200 bits. Flour, 9.500 bits. Wheat, 9.000 bits. Flour, 9.500 bits. Flour, 9.50

CINCINNATI, Oct. 27 .- Sight Enchange on New York | Pres NEW-ORLEANS, Oct. 27.-Sight Exchange on New-York par 3 | 4 cent premium 87 | Louis, Oct 27 - Sight Exchange on New York is in large demand, and there have been heavy sales at \$\pi\$ | \$\phi\$ cent premium for Missouri Books PHILADELPHIA, Oct. 27.—Exchange on New York, par to \$\pi\$ P cent premiors.
Cuttago, Oct. 27.—Sight Fuchange on New-York if P cent
premium for currency, and i P cent premium for gold.

THE RESULT OF THE REGISTRY.

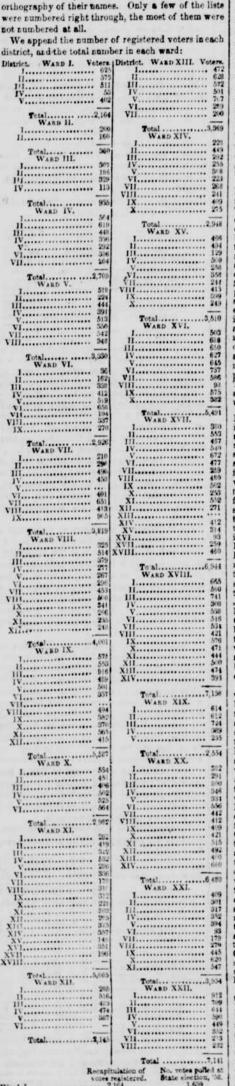
The sixth section of the Registry Act provides that three days after the list of registered voters shall have been completed, four copies of said list shall be made, one to be filed in the office of the County Clerk, and one to be retained by each of the Inspectors of Election. Accordingly the Inspectors of the various Districts throughout the city, have filed one copy of their respective lists in the office of the Courty Clerk. Many of them, however, neglected to obey the strict letter of the law by not filing their lists within three days after their completion, whereupon Mr. Clancy, the County Clerk, was under the necessity of notifying all delinquents at once to bring in their lists to his office. Our reporter has examined every list returned, and counted the names registered thereon.

Owing, however, to the ignorance manifested by many of the Registrars in reference to the law, the County Clerk has been obliged to notify them of the fact that one copy of the list was to be left at his office. Numerous complaints have been made that in many of the districts no list has been hung up, or otherwise left at the places of registration for exami

nation by citizens desirons of seeing the names.

About half of the books are tolerably well written. the other half very poorly. The lists from the First Ward are all well written, while those of every other ward in the city vary considerably. In many cases clerks seem to have been employed by the Registrars for the purpose of doing things decently and in order; and these clerks have very ceremoniously appended their own names to the signatures of the Inspectors for the purpose of verifying the correctness of the lists. Christian names and surnames appear in all imaginable shapes, and legions of voters will doubtless perjure themselves if they shall have occasion to swear to the orthography of their names. Only a few of the lists were numbered right through, the most of them were not numbered at all.

We append the number of registered voters in each



1,559 597 700 2,595 2,595 2,595 3,454 4,543 1,952 2,818 2,818 2,818 2,818 4,591 4,591 4,591 4,591 4,591 4,591 5,806 2,214 5,224 4,591 5,806 2,214 5,221 4,591 5,806 5,231 5,806 5,231 5,806 5,806 5,231 5,806 5,80 69,702 * The totals marked with an asterisk are incomplete, lacking one district cook.

BRUTAL AFFRAY IN JERSEY CITY .- Yesterday & The second process of the second process of

SINKING OF THE NEW WORLD.

Narrow Escape of the Passengers.

SUPPOSED LOSS OF LIFE.

At 6 o'clock on Wednesday night the magnificent steamer New-World, of the People's Line, commanded by Capt. St. John, left the pier at the foot of Courtlandt street for Albany, having on board nearly 300 passengers, and probably the largest up freight of the season. The weather was cold, and a snow storm was threatening. Darkness overspread the face of pature, and before the steamer had proceeded far on her course, the snowcommenced to fall. The landmarks and vessels lights were somewhat obscured by the falling snow fiskes, and the pilots saw the recessity of proceeding cantiously on their course. Supper was announced, and, as usual, the hungry made their way to the table, and soon were engaged in making way with the edibles, after the most improved American fashion. Others were seated in the spacious saloon, striving to make themselves believe that gilded and elegant surroundings were a compensation for the ennul of steambost traveling without companionship.

A few who had finished their suppers had lighted their weeds, and were seeking to establish a spiritual equilibrium through the medium of smoke.

About? c'clock the passengers were startled by audden shock which was felt in the boat from stem to rudder-post. The impression of the instant was that the boat had run afoul of something-s rock or a vessel-and a second thought of the darkness of the night seemed to confirm the idea. Again a heavier shock was felt, and then came a succession of crashes, amid which the joiner work in the main seloon surrounding the machinery was smashed jeto fragments by displaced portions of the engine, and the debris of the wood-work were scattered about the floor of the main saloon. The emotion of surprise which first overcame the

passengers, as the crashes became louder, was succeeded by fright almost amounting to a panic. But few at the time were near the scene of the demolition, and in the disorganization of ideas and fears for safety, no definite idea of the nature of the accident could be generally made known. Many at once rushed on deck, and some sought the officers to inquire the cause of the crash and the extent of the danger. But few succeeded in finding them, and the officers-too few succeeded in finding them, and the officers—too much engaged in endeavoring to save the lives, steamer, and freight—had no time to make satisfactory explanation of that which they knew but little about themselves. A few moments sufficed to eatisfy the passengers that the cause of the accident was the breaking of machinery; and as no suspicion existed that the hull of the steamer was injured they felt reasured. This feeling was materially aided by several gentlemen going among the passengers and caluning their fears by assurances that there was no dauger. But fright was again excited by a man running from below, stating that the hull had been damaged, and that the water was coming in below in large quantities. The panic spread with fearful rapidity. The clerk endeavored to quiet their fears, but without effect. The cotored wanters rushed into the state-rooms and brought out the tin life preservers. The blowing of the whistle and ringing of the steamer's bell as a signal of distress, only aided to the terror of the scene, and there was a rush for life preservers. But capidity did not seem to desert some in the midst of danger. Some of the colored waiters when called upon for life preservers, demanded payment for the same, and passengers under the influence of fear, disgorged whatever amonut they had at hand, and these speculators in human fear reaped a harvest as the result of their attractious acts. From 50 cents to \$4 were paid for the means of securing safety. As if this were not sufficient, some made their way into state-rooms, and in an much engaged in endeavoring to save the lives,

in human fear reaped a narvest as the result of their attrocious axis. From 50 cents to \$\frac{1}{2}\$ were pid for the ments of securing safety. As if this were not sufficient, some made their way into state-rooms, and in an almost incredible brief time, watches were taken, porter morphaies seized, trucks and valises rifled of whatever promised to yield a reward for crime was abstracted. The commission of these acts was facilitated by the absence of passengers from the cabin, consequent upon the announcement of immediate danger.

The scene on deck was one of wild excitement. Darkness had overtaken them, and the snow was falling in thick and heavy flakes. In some instances, members of families had become separated from one another, but, as few passengers were on board, they soon found one another. Inquiries followed in quick succession fer boats, and some who; in fancied good fortune, found them, jumped quickly into them, and with their pocket-knives cut the painters, and let themselves into the water. In one instance, they found the boat was not plugged, and that they were stuking. The inmates commenced bailing her with themselves into the water. In one hashace, they were found the boat was not plugged, and that they were sinking. The inmates commenced bailing her with their hats, and others paddled back to the steamer as the surest place of safety. A small his-boat, containing three passengers succeeded in getting ashors near Fort Washington; two of them were entertained at an Irish shanty, and the third succeeded in reaching the residence of Mr. Cluttenden, on the hights. Some of the rescued passengers express their belief that passengers must have been lost in the rush to the boate—that some fell into the water in their eagerness. Mr. Joy, of Vermont, a cabin passenger, is sure that one lady was drowned. Mr. Matteeon, of Clyde, Wayne Courty, states that several persons jumped overboard when the panic was at its hight, and that two of the number an old gentleman and ac old lady. two of the number, an old gentleman and an old lady, were rerected by means of a pole extended to them. A rumor prevailed that one of the boats was swamped, but no authentic information upon this point could be.

but no authentic information upon this point could be obtained by our reporter.

While these seners were occurring, a steamer passed within pistol shot, and loud shouts were added to the bell and whistle to excite their attention. No attention, however, was paid to the ories or eignals, and in a moment her lights disappeared. A few minutes subsequently a steamer, with barges in tow, passed on a moment her lights of spieces. It we passed on the starboard of the steamer, but steamed away again. But in the midst of their despairing situation, the school er Jack Downing, Capt. Crane, of New-Brunswick, hearing the alarm stood for the sinking steamer, and was scon alongede. The water had now reached the main saloon and was rapidly rising. The schooler was heavily laden with coal and her tuttrage was light. But a rush was made for her deck, and for the safety of those already on, as well as his vessel, Capt Crane found himself compelled to cut loose and stand away. Others, however, threw themselves on board while they were pushing off, and among them a lady, who, after failing against the mainsail, was precipitived thence against an old gentleman who was knocked overboard by the force of the concussion. He was rescued, however, with no further damage sustaired than a damp exterior. The passengers were was rescued, however, with no further damage sustained than a damp exterior. The passengers were conveyed by Capt. Crane to Yonkers and landed in safety. On their way thither they held an informal meeting and passed resolutions of thanks to Capt. Crane and his crew for their noble conduct, and raised a purse of \$75 on the spot, which they presented to them. The token was accepted with reluctance, Capt. Crane stating that he did no more than his duty in stancing by his fellow men in time of danger. About fully-five persons were the recipients of Capt. Crane's kindness.

Hardly had the Jack Downing stood away before the Hardly had the Jack Downing stood away before the towing steamer Ohio, Capt. Craig, heard the a'arm. He was coming from Albany with 27 barges and can alboate in tow, 16 of which he was compelled to cut adult that he might come to the assistance of the steamer. He quickly ran the Ohio alongside, and planks were placed from the hurricane deck to the deck of the Ohio, and quicker than thought the transfer of the peacengers was begun. At this time the plank was elevated to such an angle that assistance was required to emble the passengers to reach the Ohio. quired to enable the passengers to reach the Ohio. But so rapidly did the New World sink that when the Ohio cast off, the time of transfer occupying not more than five or six minutes, the plank was pearly level. An intelligent gentleman, observing these facts, is confident that she sank at the rate of from ten to twelve

heett that she same actual the control of the per minute.

A meeting of the passengers was also held on board of the Onio, series of resolutions were passed in appreciation of Capt. Craigs noble conduct. A purse of \$50 was raised on the spot, which he, however, positively

declined receiving.

The Ohio, on leaving the steamer, steamed up the river to regain her tow, which had drifted over a mile with the flood tide; securing this she returned and ar-

with the flood fide; securing this she returned and arrived in this city at a late hour.

As the Onio was casting off, another steamer, the Mercury, Capt. Salebury, ran alongside, and thither the remainder of the passengers, numbering between 50 and 60, were transferred direct from the promensale deck to the deck of the Mercury. Among these passengers were Thurlow Weed, Alfred Keily and lady of Cleveland, Onio, and the Hor. Martin Botternield, M. C., of Palmyrs. All were kindly treated by Capt. Salebury, who refused any compensation, and early in the morning landed them safely at Hudson in time to take the first train to Albany.

CONDUCT OF THE OFFICERS.

Much censure is expressed by many of the rescued

Much censure is expressed by many of the rescued passengers because the officers of the New World ware not present to quiet by their words the alarm that ex-isted, or even to inform them of the extent of the dan-ger. Except the clerk, as stated above, they say no ger. Except the clerk, as stated above, they say no officer can e to them. They speak in high terms of the conduct of one of the colored walters, a fine, tall man, with a moustache, who, in the cabin, and in as

ficting passengers to the rescuing vessels, commended timeel to their regard for his attentions. It may be that, in the critical position in which the New World was, there being no immediate assurances of relief coming, the officers, thought that the rafts of passengers as well as freight depended on their keeping the steamer above water, and hence, with their efforts thus directed they forgot the fears of the passengers. NATURE OF THE ACCIDENT.

thus directed they forgot the fears of the parsengers.

NATURE OF THE ACCIDENT.

The steamer was off Fort Washington Point, about nire miles above Chambers street, when the a scident occurred. George Lester and Jacob Best two of the most experienced of the North River pilots, were at the wheel, and the darkness of the night, and the falling snow, made them careful in directing the movements of the vessel. A light being observed ahead, Mr. Lester gave the signal—two strokes of the bell—to the engineer, Mr. James M Hook, to stop the engine. Mr. Hook was at that moment in the fire-coom, from which he quickly ascended on hearing the signal, and at once shut off the steam. The effect was to stop the engine, but the momentum of the wheels was great, and there was a consequent heavy strain forward, at once made against the "gallowa-frame," the wooden framework above the deck, which supports the walking-beam and the wood work, unable to resist the pressure, enapped asunder, and the walking-beam was thrown forward about ten feet. Attached to its forward arm was the massive rod, nice inches in diameter, connecting it with the crank of the shaft upon which the wheels are set. This was snapped in two about twenty inches from its coupling with the walking-beam, and, having then no power to keep it upright, it swung over—its lower end being held in its place by the crank. By its weight alone it broke down the fragile partitions in the main saloon, the saloon and lower floor, and in a moment was perdan with the fractured extremity but a few feet above the kelson. The momentum of the wheels moved the crank forward and down, and in a moment the immense iron was driven like a bolt through the butter of the steamer and probably tearing of large sections of planks, sufficient to sink the steamer to her saloon-deck within a half hour.

A visit to the steamer, vesterday, sufficiently and the saloon deck within a half hour.

sections of planks, sufficient to sink the steamer to her saloon-deck within a half hour.

A visit to the steamer, yesterday, sufficiently explained the cause of the accident. The gallows frame, at the point where it was broken, was found to be absolutely decayed, and so brittle that the pressure of the finger was, in several instances, sufficient to reduce it to pewder. We have several piece of the frame, taken from the steamer yesterday, all of which are dead with dry iot, and so brittle that it is a matter of surprise that the accident has not occurred long before. The wood is yellow pine, and a gimlet would at any time have revealed the danger to which life and property was nightly exposed.

was nightly exposed.

SITUATION OF THE SUNKEN STEAMER. was nightly exposed.

SITUATION OF THE SUNKEN STEAMER.

When the accident occurred the steamer was in seven fathoms water. Her head was at once turned toward the Jersey shore, and sufficient headway was on to run her into about five fathoms water. The officere and most of the crew remained on board. Fortunately, the schooner David Sands of Milton, Capt. Bradbury, hearing a signal, ran alongsidg and offered to remain by Capt. St. John so long as his presence was reeded. The Steamer's anchor was hove over, to prevent, if possible, her drifting into deep water, but the roud bottom did not afford a firm hold, and she drifted with the flood tide during the right until she reached, at the ebb, a point rearly opposite Yonkers. Fortunarly, the currents kept her in shore, and the ebb, in the morning setting out very strongly, threw her still further on the back off the Palisades. She drifted down, however, to nearly opposite Tubby Hook, where she was lying in about twenty feet water early yesterday morning, with her head on, and dragging. During the night, a large amount of freight was was washed out of the steamer; and it is rumored that various packages were picked up by small boats from either shore. Of this, however, our reporter was unable to obtain any positive proofs.

Early yesterday morning the news of the accident was communicated to the effice of the Peoples Line, and at once the steamer Columbia was dispatched to the aid of the surken steamer. Capt. St. John and a portion of the crew returned with her to the city to get a derrick to assist in raising the New World. Sabsequently the steamer W. G. Patham, Capt. N. O. Parks, left the city, and on reaching the New World a hower was attached to the steamer, and throughout the day the Putnam was ergaged in pulling her on the bank.

bank.

VISIT TO THE SCENE.

One of our reporters yesterday visited the New World. He found her as above described. Two police-efficers of the Twelfith Precinct, Messrs. Cushing and Theyer, were on hand. Mr. Lester, the pilot, was in charge, and the engineer, Mr. Hook and the male and ste ward mere engaged in efforts to secure the rafes of the steamer until she could be raised. The waiters were engaged in removing the wetted mattresses, bedding, and furniture to above high water mark, which, as indicated by the lines on the main saloon, was about five feet above the floor. Alongside were the steam lighter Alpha, with its heavy crane, removing and transferring freight, and the David Sande, engaged in a similar work. The appearance of the cabins of the steamer was such as might be expected under the circumstances—the carpets being wet, and the furniture in disorder.

STATEMENT OF A LADY.

Our reporter gathered the following statement from Miss Jeannie E. Ferguson, residing at No. 111 West Forty-second street. Miss Ferguson was one of a party of five persons who had taken passage in the a party of five persons who had taken passage in the New World, viz: Dr. Carson and lady of East Broad-way, Miss Condit of this city, and Miss Frances New-ton, daughter of the late Isaac Newton, one of the originators of the line. The Doctor was removing to Canada, and had with him his entire stock of medical books, instruments, &c., valued at several thousand dollars, all of which are probably lost or ruined by the water. Miss Newton, Miss Condit, and Miss Ferguson were to accompany the Doctor and lady as far as Utica, merely as a pleasure trip, and consequently did not

merely as a pleasure trip, and consequently did not have much baggage.

The party were at tea when the accident occurred. Miss Newton had ordered a separate table below, at which they were seated, and were enjoying themselves, when suddenly a fearful crash was heard, followed by two more in quick succession, which seemed to shake the boat in every timber. The first impression of the party being that a collision had occurred, and that the darger was not immediate, no serious alarm was felt by the party. Soon, however, a fearful rush of the pareergers was made, attended with shrieks and ories on all sides. Miss Newton at this moment displayed a remarkable degree of self possession which she preserved throughout the entire score. She calmly sugressed that the party, of which she was one, should keep together and quietly await a more favorable moment for action as at that moment the confusion was not be well desired. Man second to the confusion was not be will be the confusion was not be well as the confusion was not be will be the confusion of their ment for action as at that moment the confusion was nost bewildering. Men seemed to lose control of their fears and joined with the adies in frantic shouts, while

fears and joined with the adies in frantic shouts, while children screamed veciferously.

The party in company with Miss Newton, as soon as the extent of the danger was ascertained, at her suggestion, adjusted several life-preservers which were on hand. They then retired to the promenade deck, where they quietly awaited the issue of events. The night was dark, and little could be seen beyond the guards of the boat. Miss Newton ordered the waiters to presure lanterns, which they did: the waiters were guards of the boat. Mass Newton ordered the waiters to procure lanterns, which they did; the waiters were composed and attentive to the orders of Miss Newton, assisting in the arrangement of their traveling articles and life preservers. At this time the excitement was the most intense. Most of the passengers had gained the upper deck, and not a few with but their night dresses imperfectly adjusted. No officer of the boat seemed to use the slightest effort to control the movements of the passengers, in the absence of which Miss Newton calmly advised and directed in every instance where it was possible.

Miss Ferguson states that while upon the promenade deck with the party named, at least eight persons were

Miss Ferguson states that while upon the promenade deck with the party named, at least eight persons were seen to jump into the water, all of whom were picked up by small boats. One, however, was seen to strike heavily against the guards of the boat and was probably stunned, and in this condition fell into the water. No one was seen to pick him up, and he may have been drowned. At this juncture, and about diffeen rejected site the first allows a sloop come allowed. been drowned. At this juncture, and about fifteen minutes after the first alarm a sloop came alongside, under a heavy wind which prevented her from making fast. As soon as she touched the guards a rush was made, and many who were upon the upper deck jumped a distance of at least twenty feet on to the

Men and women scrambled together, the former with Men and women scrambled together, the former with more haute than gallantly seeking to recover safety, at least for themselves, while others thought to be doing acts of charity by hurling chairs and other light articles on board the sloop with the rest. The little party under the direction of Miss Newton wisely avoided the rush thus made for the sloop, which soon, however, pushed off, and was quickly lost sight of in the darkness. This was the signal for a pitcous shrick from many who regarded it as the departure of the last resource of safety and resour. Presently the steam tug Ohio, Capt. Craig, with 27 canal boats in tow, came up, and offered assistance. Plants were thrown from the steamer reaching to the barge alongide, the tug, affording a safe passage-way for the

Presengers who at this time were in a measure more

Passengers who at this time were in a measure more quiet and orderly.

Much credit is due to Capt. Craig and his mea for their cars falsess in thus transferring the passengers, and the exertions used in accommodating them while on board his heat. Capt. Craig kindly tendered them the use of his state-room, which they occupied until their arrival in this city. Miss Ferguson mentions the name of a Mr. Haight of Albany, also Mr. Ford of Iowa, as gentlemen deserving of much praise for their uncessing attentions to the more aged and unprotected portion of the lady passengers. As an instance of their carefulness, she mentions that after it was thought that all the passengers had deserted the state-room deck, they took pains to examine many of the state-rooms, presuming that some might have fainted, and were thus left in a helpless condition.

While proceeding down the river, the passengers who had collected on board the Ohio and the barges attending her resolved themselves into a meeting, having for its object the expression of sentiment entertained by them regarding the kind attentions extended them by Capt. Craig, to which end appropriate resolutions were passed; also, to express their displeasure at the absence of suitable efforts upon the part of the officers in authority on the New World for the preservation of order and system in the management of the rescue of the passengers upon the occasion.

Miss Newton suggested that no decisive action be taken until the officers of the New World present a statement of the occurrence, which would admit of an mpartial and more satisfactory view by the public mitd.

MEETING OF PASSFNGERS ON BOARD THE

MEETING OF PASSENGERS ON BOARD THE

MEETING OF PASSINGERS ON BOARD THE
STEAMBOAT OHIO.

A meeting of a portion of the passengers of the
steamer New World was convened upon the steamboat.
Ohio, and organized by the appointment of the following efficers: Thomas J. Strong of Sandy Hill, N. Y.,
Cheirman; S. S. Farweil of Luca, N. Y., E. C. Ilsley
of Newack, N. J., Secretaries.

The following gentlemen were appointed to draft
resolutions expressing the sense of the meeting: M.
Lumley of Toronto, C. W.; the Rev. A. Batton of
Madison, N. Y.; S. M. Croeby of Massachusetts; H.
V. B. Barker of Albany; H. B. Haight of Troy, and
W. E. Dodge, jr., of New-York, who presented the
following, which were unanimously adopted:

Whereas The steamer New World was sunk in the North
Biver of the evening of October 26 1830, by a sudden accident
to her machinery we the survivors of her passengers new assembled on board the towboat Oblo, Capt. Henry B. Craig, adopt the
following resolutions:

Ever. Mindfulg the allowataining care which has preserved.

to her unabilitery we the survivors of her passengers now assembled on beard the towboat Ohio, Capt. Henry B. Craig, adopt the following resolutions:

First. Mindfal of the alisastaining care which has preserved us in such immittent and awful danger, we do most deroutly and humbly thank Almighty God for the protection which has been vouclassfed to us this night.

Second: That we desire to present to Capt. Henry B. Craig our sincere thenks and acknowledgements for his great kindness in rendering to us all the aid in his power after the socient; for very promptly coming to our assistance at great inconvenience and trouble to himself, obliging him, as it did, to out adrift 22 lades barges and canal beats which he had in tow, and for affording all the socienmodistion in his power on board his boat.

Third: Also, to the officers and men of the Ohio, and of the barges and other vessels alongside, for their cheerful and ready assessmoe in the same hour of peril.

Fourth: in our Importance of the cause and pasture of the acident, we forbest any expression of opinion regarding the conduct of the officers of the New World, but we would take this occasion to express our full appreciation of the timely discretion and efforts of a colored steward (whose hame is unknown to us) if an electron as would best incure their safety—an act not joined in, to our knowledge, by any other person belonging to the boat.

Fifth: We regret to make published in The Al Y Durly Times, Tailube, and Herold, and also in The sibseng Allas and Argus and Evening Journals, and a copy be presented to Captain Craig.

MEETING OF PASSENGERS ON BOARD SCHR, JACK

MEETING OF PASSENGERS ON BOARD SCHR. JACK DOWNING.

A meeting of a portion of the passengers saved from the steamer New World, by the schooner Jack Downing of New Brunswick, N. J. Caprain Eraskus W. Crane, was held at the Franklin House, Yonkers, on Wednesday evening, and organized by the appointment of James R. Craig, esq., of Schoenectady, Chairman, and Edward Rosa, of the same place, Secretary, Messrs, L. J. Olmstead, and E. Underhul of Youkers, also passengers upon the sunken steamer, were appointed a Committee to draft resolutions expressive of the sense of the meeting; and the following were reported by the Committee, and after an unanimous adoption were ordered to be published in The Tribunk, Herald, and Times.

Reselved. That the thanks of the meeting are signally due to Capt. E. W. Crane, and the orew of the schooner Jack Downing, for their prompt and timely ald in resculing us from insument darger this evening; as also unto John O'Keefe, bridge-tender of the Hudson River Raifroad at Yonkers, for his assistance in the landing of passengers at Yonkers.

Reselved. That in view of the suddenness of the disaster, and the surrounding perflous circumstances, we deem it especially meet and incuabent upon us to express thanks to Divine Providence that so many were timely rescued from a watery grave.

LIST OF PASSENGERS SAVED ON BOARD THE SCHR.

steward mere engaged in efforts to secure the rafts of the steamer until she could be raised. The waiters were engaged in removing the watted mattresses, badding, and furnitare to above high water mark, which, as indicated by the lines on the main saloon, was about five feet above the floor. Alongside were the steam lighter Alpha, with its heavy crane, removing and transferring freight, and the David Saude, engaged in a similar work. The appearance of the cabins of the steamer was such as might be expected under the circumstances—the carpets being wet, and the furniture in disorder.

At 7 o'clock the steamer Columbia refurned, and after the removal of the boilers, the work of raising the steamer by means of derricks will be commenced.

The LOSS.

There was no Marine insurance on the New World. The largest interest, amounting to \$70,000 was owned by Mrs. I same Newton. The cost of raising and repairing the steamer is variously estimated at from \$50,000 to \$100,000. The greater part of the baggage of passengers will probably be recovered, though perhaps in a damaged condition.

There is no certainty of any loss of life, though it is probable that a few days will show that the accident has resulted in several deaths. It is stated that a man much intoxicated was in the lower cabin when the accident occurred, so much so that he could not be aroused.

STATEMENT OF A LADY. and six others, names not ascertained.

Markets-Carefully Reported FOR THE N. Y. TRIBUNE.

COFFEE—The market is dull; sales of 310 bags Marabalbo, part at 121c.

FLOUR AND MEAL—The market for Western Canal Flour opened rather firm, with a fair demand for all kinds, but ere the close of Change the Aemand subsided, and prices closed in favor of the buyer for the low grades; the better grades are quite firm, and in good request; sales are 22,760 bbls, at 44,85244 95 for superfine Blate, \$67450 bbls, at 54,85245 95 for superfine Western; \$5,15245 95 for Western extra of low grades; \$5,5245 65 for round-hosp extra Ohi; \$5,76245 65 for round-hosp extra Ohi; \$5,76245 65 for found-hosp extra Ohi; \$5,76245 65 for found-hosp extra Ohi; \$5,76245 65 for cond-hosp extra Ohi; \$5,76245 65 for found-hosp extra Ohi; \$5,76245 65 for found-hosp extra Ohi; \$5,76245 65 for trade brands do; \$5,60247 75 for extra Genesse and St. Louis, \$6,855 85 for extra Genesse and St. Louis, \$6,855

bile. at \$30 et 25 \$4 to. Corn Meal is quiest the esies are 350 bile. at \$40 for Jers y, \$44 for Brandywine, and puncheous at \$40 50. Buckwhest Fluur is in fair request at \$20 \$2 25 \$7 100 fb.

GRAIN—The inquivy for Wheat is quite light, and the market is lower and unsettled at the close. Bulppers are out of market, and milers purchase only in small quantities; the sales are, 200 both prime Writte Michigan at \$41 50; 250 bush. Amber do at \$1.57, 18,400 bush. Chicago Spring. part at \$41.05, and \$5,900 bush good White Caradian at \$41.35; it is at \$1.10, and \$5,900 bush good White Caradian at \$41.35; it is at \$1.10, and \$5,900 bush good White Caradian at \$41.35; it is at \$1.05; and \$5,900 bush good White Caradian at \$41.55; it is a \$1.05; and \$5,900 bush good White Caradian at \$41.55; it is a \$1.05; and \$5,900 bush good White Caradian at \$41.50; and \$5,900 bush good White Caradian at \$41.50; and \$5,900 bush good Western and Caradian at \$41.50; and are in moderate demand, and close in favor of the buyer; sales of State at \$1.50; and \$1.50; and

mand is limited; the raise are 375 bbis at \$4.50 for new Consery Prime; \$5.375 for new do Mess; \$102 \$610 25 for new repeated Mess, at \$4.15 % for new to Mess; \$102 \$610 25 for new repeated Mess, at \$4.15 % for 15 for 15 for 15 for new repeated Mess, and \$4.15 % for 15 for 15 for new repeated Mess, at \$4.15 % for 15 for 15 for 15 for new repeated for the plants of Henns at \$50 and Shoulders at \$50. Land is steady, but the demand is less active for the trade, and undersate for righment, allow of 277 bols, and tex at 16 for 15 for

WEALBONE is in fair demand at steady prices, and the stock has become materially reduced by recent sales that of the whole we printed this morning from generally as official source which we thought reliable in the absence of information from our regular correspondent, we now learn is entirely too large; our own correspondents, who are the best informed in the trade, assure us the stock does not exceed 40,000 B, in first hands in the country. We note further sales of 10,000 B Arctic, at 90c., cash.

Receipts of Produce-Oct. 27, 1859 Total BY ALL THE ROUTES.—22.657 bbls. Flour. 25.486.
Wheet, 4.815 do. Rye, 6.425 do. Osts, 14.786 do. Corn. 18,41
Batley, 1,935 phys. Frovisions, 222 do. Lard, 322 do. Whisay.

Movements of Ocean Steamers.

	TO DEP		
	LEAVE	FOR	
New York	New-York	Bresnen	Oct. 2
Hammesia	New York	Hamburg	
	Boston	Liverpool	
Europa	New-York	Havre	
Ocean Queen	New-York	Liverpool	Nov. 1
Permis		Havre	
Areco	. NEW - FORE		
Saxonia	.New-York	Hamburg	
America	. Beston	Liverpoot	
The Overland Ma	I for California	leaves St. Loui	s every Ros
day and Thursday,	at Fa. m. Le	tters designed fo	er is abouted by

TO ARRIVE North American City of Baltimor Asia... New-York....

MARINE JOURNAL

PORT OF NEW-TORK OCT. 27. Cleared.

Cleared.

Steamships—Huntaville Poet, Savannah, H. B. Cromwell & Co.; De Boto, Bullock, Havana, Livingston, Crocheron & Co.; Yorktown, Parisk, Norfolk, Lediam & Heineken; Delaware, Shaw, Philadelphia, F. Perkitz.
Saips—Zenobia, Peter, New-Orleans, J. O. Baker & Co.; R. S. Ety, Livingston, Mobile, Howland & Frothingham; Success, Chare, New-Orleans, Schoener—N. & H. Gould, Smith, Othraita, Gomez, Wallace & Co.; Kingisher, Marsden, St. Pierre, Brett, Son & Co.; John Boston, Linas, Savannah, W. B. Seranton; Hiawatha (Sr.), Hutchings Jacomel, Ed. Beck; T. Darby, Rogers, Wilmington, D. C. Marray, Planet Mars, Goebearn, Plymouth, D. Sauton & Co.; Quichstep, Denman St. Jone, D. R. Dewolf.
Skops—J. P. Wellone, Phillips, Taunton, master; Northern Light, Potter, Key West.
Barge—P. Halligan, Henraty, Philadelphia, J. W. McKee.

Brig Coi Pennimau, Coffin, Isomel 20 days, logwood, &c., to Brett, Son & Co. 21st inst., lat. 36 53, lon. 73, Sames Paine of Yarmouth, N. B., second mate, feel from the fere-topani yard, and was drawned. It blowing a beavy gale from N. W., could not save him. 24th, lat. 36 lon. 72, passed ship Arge, steering W. by N. Expd. very heavy weather.

Brig E. Drummond, Conway, Aspinwall 27 days, bides, &c., to J. F. Jey. 15th inst., 40 miles S. of Hatteras, passed a schooner's mast, apparently but a short time in the water. The E. D. expd. heavy weather.

Brig Blanche (Br.), Cox, Mathaod, N. S., 16 days, plaster to J. S. Whittey & Co. O. the night of the 24th, was run into by an unknown soltr, which carried away jibboom.

Brig Westworth (Sr.), L. M. Arnold, Atkinson, Sackville, N. B. 18 days, soltr. P. I. Newton & Son.

Brig Rolling Wave, Hall, Newport 2 days, in ballast, to master. Brig Judge Whitman, Pressey, Rondout, coal, for Boston.

Schr. Charles T. Smyth (of Charleston), Westerbund, Hawas, 19 days, in Charleston 9 days, eagar, to James H. Bancher & Co. 18th inst., while lying in Charleston, Westerbund, Hawas, 19 days, in Charleston 9 days, eagar, to James H. Bancher & Co. 18th inst., while lying in Charleston, George Holt, a seaman, of Loudon agod 37, fell overboard, and was drowned.

Schr. Osprey (Br.) Murphy, Savana is Mar Oct. 5, logwood, to A. H. Solomon. 24th inst., ist. 38 52, iou. 7s 30, spoke brig Thea. Tileaton, 40 days from Greytown for New-York, short of previsions.

Schr. Hersbhel (5 masts), Birdsall, Savannah 7 days, cotton,

done.

Sohr Herschel (3 masts), Birdsall, Savannah 7 days, cotton, kd., to master. 28th inst. off Saudy Hook, John Taylor of Sew-Jersey, a seaman, died of fewer.

Sohr N. S. Hall, Fachard, Portland, stone, for Washington Schr. Forrest, Perry, Millbridge S days, lumber, to Smith &

Boynton.
Schr. Persia (Br.), Smith, Haiifax, N. S., 12 days, 6sh, to D. L.
Dewelf.
Schr. Morning Star (Br.), Crispo, Charlottetown, P. E. I., 15 cays, cats, to George Trumble. Schr Sciow, King Cherryfield 7 days, lumber to C. & E.L.

Schr Schoo, King Cherryfield 7 days, lumber to C. & E. Schr Schoo, King Cherryfield 7 days, lumber to C. & E. Schr R. H. Huntley, Hulse, Baltimore 4 days, coal. Schr Rainbow, Clements, Elizabethport, coal, for Boston. Schr Sarah Bernice, Clark, Elizabethport, coal, for Boston. Schr Lootled Brink water, Elizabethport, coal, for Boston. Schr Lootled Gray, Elizabethport, coal, for Boston. Schr Lootled Gray, Elizabethport, coal, for Boston. Schr Lootled Horom Albany, made, for Derby, Schr Elizabeth, Horom Albany, made, for New-Haven. Schr. Elmita Rogers, Beach, Albany, for Providence. Schr. J. G. Whipple, Lawson, Virginia 4 days poatces. Schr. Hannab Morton, Sleight, Baltimore 5 days, coal Schr Susen. Beause, Boston 3 days, made, S. W. Lewis & Schr Albert Jameson, Jameson, Rockland 5 days, in ballast. Schr Florence, Jameson, Rockland 5 days, in ballast. Schr Florence, Jameson, Rockland 5 days, il me.

Steamer Wamsutta, Nye, New-Bedford, mdse, and pan-Allen.

Steamer Pelloan, Aldrich, Providence, mdse, to I. Odell.

Steamer Osprey, Kenny, Providence, mdse, to I. Odell.

SAILED—Ships National Guard, for Galveston; Eureka, Shanghae Also sailed—Steamships Yorktown, for Norfolk, &c.; Humb-ville for Savar pah. WIND-During the day, from N. to N. W., and fresh.

The Hamburg steamship Hammonia is now on the great be-suce dock, for the purpose of having her hull scraped and newly painted.

By Telegraph.

HIGHLANDS, Oct. 27. sunset.—One brig in the offing; 25

other vessels in right: Wind fresh N. W. Weather clear and

cold.

SANDY HOOK.—No inward-bound vessels in sight. Wisd
fresh N. W. Weather clear and cold.

SAVANNAH, Oct. 27.—Arr. ship Statesman, from Rie Jeneiro
NEW-ORLEANS, Oct. 25 — Arr. shire Chasca, and William
Wirt, from Boston; Havelock, Liverpool; bark Grace Hamosol,
New-York; steamer Teupessee, Vera Cruz
Oct. 27 — Arr. ship Wm. Singer, from Yaw-York; akip SPatrick and bark Frederick Den ing, from Philadelpica.

Binnsters.

Returned —The brig Mary A Forrest, Gillespio, hence for Bains on the lat inst. having on the 5th, when in lat. St 57, lot. 64-41, experienced a tremendous gale from E. S. E., which how the vessel on her beam-ends; was obliged to ent away the foremast to right her, since which time beat to westward. Stained lat. 57-52, but. 56-26, spoke ship James Allen (whater) of sid from New Bedford, which applied as with spars and rights lith inst. lat. 34-40, lon. 65-05, spoke ship Museongoe, from Lie-epool. The brig was towed to the city by steaming servanner.

The fishing smack W. A. Wilherm, Fitch, from New York of Florids, was run into off the Highlands on the uight of the 50-th inst., in a heavy snow-atom, by an unknown schooling which carried away the titler, gark spit mathesil, and received other damage. Anchored under the Highlands till this monitor, and was taken in low by steaming Maryland, and brought to the city.

Steamboate and Railroade.

SPECIAL NOTICE.

CHANGE OF HOURS.

HARNDEN'S EXPRESS,

BOSTON, PROVIDENCE AND THE EAST.

NOW LEAVES DAILY (except Sanday), via STONINGTON
Mail Route at 3:40 p m. Italiand EXPRESS 2 p. m., via
NEW-HAVEN RAILROAD.

Our Expresses for Philadelphia, Baltimore, Washington and the
West Savannab, Maoon, Montgomery, Mobile, New-Orlean
and the South, as beregofare.

For further particulars apply to

HARNDEN'S EXPRESS,

No. 74 Broadway and No. 227 Camila.

FOR BRIDGEPORT, fare 50 cents.-The A steamer BRIDGEPORT leaves Pock slip, East River, every MONDAY, WEDNESDAY and PRIDAY at 12 o'clock most arriving in times to comment with the Hometonic, Nangatock and New-Haven Railroad. Freight taken.

FOR HARTFORD.—From Peck-slip at 4, p. m., GRANITE STATE, Mondays, Wednesdays, and Fridays CITY OF HARTFORD, Tuesdays, Thursdays, and Saturdays.

DAY BOAT for ALBANY.—Steamer ARME-from foot of Harrison-st., at 7 o'clock a. m. FOR NEW-HAVEN-By steamers ELM CITY, from Peck-sip at 3 p. m., and TRAVELER at 11 p. m.,
elving in time for the morning trains.

R. PECK. Appl.

NEW-YORK and HARLEM RAILROAD. On and after WEDNESDAY. Sept. 11, 1856, trains will less
Station, New-York, as follows:
For Williams Bridge-7:45 and 11 a.m., 2:30 and 2:30 p.m.
For White Plains-12:30 and 5 p.m., and 4:10 p.m., test

For White Plains—12:30 and 5 p. m., and 5:30 p. m., white and Countre-sta.

For Dover Plains—4 p. m.

From Albany—3:30 a. m. Mail Train.

Dover Plains—5:30 a. m.

White Plains—5:30 a. m. and 5 p. m.

Williams Bridge—6:30 and 5:30 a. m.; 1 and 5:40 p. m.

Albany—9:15 a. m. Mail Train. N. J. CAMPBELL, 500